

ABSTRACT OF THE DISCLOSURE

5 The rescue boat has a hull with an upper deck area that includes bow and stern areas, port and starboard sides, a pilot house mounted upon the hull and extending above the upper deck area amidships. The pilot house has a deck, a front, a rear, side portions and a pilot house length measured from the front to the rear. A pair of rescue wells or recesses in the hull below the deck and inside of the hull port and starboard sides, each rescue well having a length. A majority of the length of each rescue well is in front of the rear of the pilot house. A propulsion system is provided for propelling the hull. The propulsion system preferably employs jet pumps that are positioned entirely above the keel of the hull. Stern buoyancy chambers are provided that add reserve buoyancy and add planing lift during acceleration to keep the nose down. These stern buoyancy chambers also provide standoff protection for the propulsion units when the vessel backs up. Dual control stations are provided in the pilot house for optimized operator view during rescue. Thus, a control station is provided next to each rescue well. A hoisting arrangement is installed under the fan tail part of the hull to facilitate water jet maintenance. An enlarged fender extends almost completely around the hull, the enlarged fender arrangement providing enhanced buoyance should the hull become submerged. Built-in hoist fittings and flush trailer tie down fittings are provided to prevent damage to the fender system.

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